

**2004**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**109**  
City of Emporia

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

### Special Routes



Bus - Business Route  
Bypas - Bypass Route  
Truck - Truck Route



ALT - Alternate Route  
Wye - Wye Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
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2004  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Emporia

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
58 West Atlantic St	City of Emporia (Maint: 40)	From: WCL Emporia	0.41	14000	G	80%	1%	1%	17%	1%	F	0.080	F	0.519	14000	G
		To: Purdy Rd	0.21	21000	G	80%	1%	1%	17%	1%	F	0.072	F	0.551	21000	G
58 West Atlantic St	City of Emporia (Maint: 40)	From: I-95	0.84	16000	G	72%	1%	1%	23%	1%	C	0.074	F	0.546	15000	G
		To: US 301 Main St	0.64	14000	G	67%	1%	2%	27%	1%	C	0.076	F	0.519	13000	G
58	City of Emporia (Maint: 40)	From: Reese St	0.49	17000	G	84%	1%	1%	14%	0%	F	0.074	F	0.516	16000	G
		To: Davis St	0.65	16000	G	84%	1%	1%	14%	0%	F	0.071	F	0.507	15000	G
58	City of Emporia (Maint: 40)	From: East Atlantic St	0.40	17000	G	84%	1%	1%	14%	0%	F	0.076	F	0.512	16000	G
		To: ECL Emporia														
Bus 58	City of Emporia	From: US 58 West Intersection	0.21	14000	G	95%	0%	2%	1%	2%	C	0.079	F	0.558	15000	G
		To: West Atlantic St														
Bus 58 West Atlantic Street	City of Emporia	From: US 58 Connector	0.44	13000	G	97%	0%	1%	0%	1%	C	0.084	F	0.503	14000	G
		To: North Main Street														
Bus 58 East Atlantic Street	City of Emporia	From: Reese St	0.25	5500	G	89%	0%	4%	0%	7%	F	0.094	F	0.518	6000	G
		To: US 58 East Intersection	1.20	2200	G	89%	0%	4%	0%	7%	C	0.095	F	0.563	2400	G
North 95	City of Emporia (Maint: 40)	From: SCL Emporia	1.05	20000	G	81%	1%	1%	17%	0%	F	0.064	F		16000	G
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	G	81%	1%	1%	17%	0%	F	NA			32000	G
North 95	City of Emporia (Maint: 40)	From: US 58	0.62	19000	G	81%	1%	1%	17%	0%	F	0.067	F		16000	G
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	76%	1%	1%	21%	0%	F	NA			27000	G
South 95	City of Emporia (Maint: 40)	From: NCL Emporia														
		From: SCL Emporia	1.24	19000	G	81%	1%	1%	17%	0%	F	0.075	F		15000	G
South 95	City of Emporia (Maint: 40)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	G	81%	1%	1%	17%	0%	F	NA			32000	G
		From: US 58	0.35	12000	G	69%	1%	2%	1%	27%	F	0.073	F		12000	G
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	76%	1%	1%	1%	21%	F	NA			27000	G
		To: NCL Emporia														

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							2Axle	3+Axle	1Trail	2Trail						
301 South Main St	City of Emporia	From: SCL Emporia														
		To: 0.45	6600	G	93%	1%	3%	1%	3%	0%	C	0.080	F	0.555	7100	G
301 South Main St	City of Emporia	From: Low Ground Rd														
		To: 0.24	9900	G	93%	1%	3%	1%	3%	0%	F	0.084	F	0.565	11000	G
301 South Main St	City of Emporia	From: Jefferson St														
		To: 0.36	11000	G	93%	1%	3%	1%	3%	0%	F	0.078	F	0.605	12000	G
301 South Main St	City of Emporia	From: Brunswick Ave														
		To: 0.49	17000	G	96%	1%	1%	0%	1%	0%	C	0.082	F	0.505	19000	G
301 South Main St	City of Emporia	From: Valley St														
		To: 0.20	15000	G	96%	1%	1%	0%	1%	0%	F	0.083	F	0.514	16000	G
301 North Main St	City of Emporia	From: Atlantic Ave														
		To: 0.74	9300	G	96%	0%	2%	1%	2%	0%	C	0.090	F	0.533	10000	G
301 North Main St	City of Emporia	From: US 58														
		To: 0.34	8900	G	94%	0%	2%	0%	3%	0%	F	0.099	F	0.596	9700	G
301 North Main St	City of Emporia	From: Halifax St														
		To: 0.16	9900	G	94%	0%	2%	0%	3%	0%	F	0.093	F	0.612	11000	G
		To: NCL Emporia														



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Emporia																
① Brink Rd	0.16	NA		From:	JB-40-109 SCL Emporia						NA			NA		
				To:	US 301											
② Purdy Rd	0.49	2500	G	From:	West Atlantic St					C	0.107	F	0.567	2700	G	2004
				To:	Satterfield Dr											
② Purdy Rd	0.14	NA		From:							NA			NA		
				To:	NCL Emporia											
⑤ West End Dr	0.42	NA		From:	US 58						NA			NA		
				To:	109-2 Purdy Rd											
③⑧⑩ Greenville Ave	0.17	440	G	From:	South Main St					C	0.107	F	0.588	480	G	2004
				To:	Tillar St											
③⑧⑩ Low Ground Rd	0.43	3100	G	From:	SCL Emporia					C	0.093	F	0.561	3400	G	2004
				To:	South Main St											
③⑧⑩ Laurel St	0.43	810	G	From:	96% 1% 2% 0% 1% 0%					C	0.099	F	0.6	880	G	2004
				To:	Temple Ave											
③⑧⑩ Brunswick Ave	0.20	4400	G	From:	97% 0% 2% 0% 1% 0%					F	0.093	F	0.534	4800	G	2004
				To:	Brunswick Ave Ext.											
③⑧⑩ Brunswick Ave	0.66	4800	G	From:	94% 1% 2% 1% 2% 0%					C	0.097	F	0.545	5200	G	2004
				To:	South Main St											
③⑧⑩ Hicksford Ave	0.46	2300	G	From:	97% 0% 2% 0% 1% 0%					C	0.107	F	0.553	2500	G	2004
				To:	Lee St											
③⑧⑩ Lee St	0.37	2000	G	From:	96% 0% 2% 0% 1% 0%					C	0.105	F	0.584	2100	G	2004
				To:	Southampton St											
③⑧⑩ Valley St	0.14	1100	G	From:	95% 1% 3% 1% 1% 0%					F	0.102	F	0.589	1200	G	2004
				To:	Halifax St											
③⑧⑩ Southampton St	0.29	1100	G	From:	95% 1% 3% 1% 1% 0%					C	0.103	F	0.512	1200	G	2004
				To:	Lee St											
③⑧⑩ Southampton St	0.18	2200	G	From:	95% 1% 3% 1% 1% 0%					F	0.12	F	0.540	2400	G	2004
				To:	East Atlantic St											
③⑧⑩ Davis St	1.32	2100	G	From:	95% 0% 1% 0% 2% 0%					C	0.109	F	0.648	2300	G	2004
				To:	ECL Emporia											
③⑧⑩ Halifax St	0.15	3200	G	From:	97% 0% 2% 0% 1% 0%					F	0.092	F	0.621	3400	G	2004
				To:	East Atlantic St											
③⑧⑩ Halifax St	0.34	2700	G	From:	97% 0% 2% 0% 1% 0%					C	0.104	F	0.505	2900	G	2004
				To:	Ruffin St											
③⑧⑩ Halifax St	0.30	1900	G	From:	97% 0% 2% 0% 1% 0%					F	0.1	F	0.547	2100	G	2004
				To:	US 58											
③⑧⑩ Halifax St	0.53	1500	G	From:	97% 1% 2% 0% 1% 0%					C	0.098	F	0.529	1600	G	2004
				To:	North Main St											
③⑧⑩ Reese St	0.12	NA		From:	109-3804 Southampton St						NA			NA		
				To:	Bus US 58											
③⑧⑩ Reese St	0.83	2000	G	From:	97% 1% 1% 1% 1% 0%					C	0.099	F	0.622	2200	G	2004
				To:	US 58 Bypass											
③⑧⑩ Reese St	0.84	970	G	From:	94% 1% 1% 1% 3% 0%					C	0.120	F	0.674	1100	G	2004
				To:	Sunnyside Rd											

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						2Axle	3+Axle	1Trail	2Trail							
City of Emporia																
<div>3809</div> Belfield Dr	0.17	3200	G	From:	West Atlantic St				C	0.103	F	0.638	3400	G	2004	
				To:	Weaver Ave											
<div>3810</div> Weaver Ave	0.21	3400	G	From:	Belfield Dr				C	0.091	F	0.508	3700	G	2004	
				To:	North Main St											
<div>3815</div> W Atlantic Ave	0.24	1400	G	From:	Dead End near Florida Ave				F	0.088	F	0.844	1500	G	2004	
				To:	Bus US 58											
Baker St		660	G	From:	North Main St					0.133	F		720	G	2004	
				To:	Halifax St											
Briggs St		1500	G	From:	Clay St					0.113	F		1600	G	2004	
				To:	Tillar St											
Clay St		2900	G	From:	Low Ground Rd					0.096	F		3100	G	2004	
				To:	South Main St											
Jefferson St		1500	G	From:	South Main St					0.099	F		1700	G	2004	
				To:	West Ave											
Ruffin St		1200	G	From:	Halifax St					0.098	F		1300	G	2004	
				To:	North Main St											
Temple Ave		660	G	From:	Laurel St					0.107	F		720	G	2004	
				To:	Jefferson St											
Tillar St		1900	G	From:	Briggs St					0.106	F		2100	G	2004	
				To:	Hicksford Ave											
West Ave		370	G	From:	Jefferson St					0.109	F		400	G	2004	
				To:	Brunswick Ave											
West End Blvd		850	G	From:	North Main St					0.097	F		920	G	2004	
				To:	Gay St											